

NEW GOVERNMENT CANAL ZONE

But Few Changes Necessary in Inauguration of Civil Rule in Panama.

PANAMA, April 1.—(Associated Press Correspondence).—The Panama Canal Zone began business today under a permanent form of government.

The isthmian canal commission, which has governed the zone during the construction of the waterway, was dissolved, and a civil administration, semi-military in character, was established.

Col. George W. Goethals, by appointment of the President of the United States, became its first governor. His inauguration was remarkable. There were no ceremonies, no speeches, no displays.

In his office on the top of Calobra Hill, overlooking the now famous cut of that name, Colonel Goethals, chairman and chief engineer of the isthmian canal commission, simply began his day's work under a new title—"Governor and Chief of the Department of Operation and Maintenance."

In the big cut below, while the colonel figuratively transferred his power from one hand to another, the steam dredges were tearing away at the foot of the Curacaicha slide, and locomotives were busy hauling away from the daily spoil. Work progressed as usual along the whole route of the canal. There were no extra flags flying, no outward show of any kind that the government of the zone was undergoing any changes. These were changes in name merely, so far as most of the canal workers were concerned. Ever since Colonel Goethals became the guiding spirit of the work he has been the "benevolent despot" of the isthmus and there are few new faces in the group of men who have found a place in the permanent government.

Those Now in Charge.

The list has been announced as follows: Engineer of maintenance—Col. Harry E. Hodge, of the Army engineers. Superintendent of the transportation—Capt. Hugh Rodman, U. S. N. Electrical engineer—Capt. W. H. Rose, of the Army engineers.

Captains for the terminal ports—Commander D. E. Dismukes and Lieutenant Commander Henry V. Butler, U. S. N.

Superintendent of shops and dry-docks—Naval Constructor D. C. Nutting.

General purchasing officer—Maj. F. C. Boggs, Army engineers. Chief quartermaster—Capt. R. E. Wood, United States cavalry (temporarily, pending reorganization of the supply department).

Auditor—H. A. A. Smith, Assistant—H. F. Harrah. Chief health officer—Lieut. Col. Charles F. Mason, Medical Corps, U. S. A.

Chief officer of the quarantine division—Passed Assistant Surgeon Marshall C. Guthrie, U. S. Bureau of public health. Executive secretary—C. A. McIlvaine.

Only a small portion of the permanent organization became actually effective today. It probably will not be perfected until all of the construction work has been done, which will require probably another year.

Courts Now Consolidated.

That part of the old organization that will feel the new order of things first is the old department of civil administration, over which Richard L. Metcalf presided. As far as practicable, Colonel Goethals said, this will be reorganized and will be placed under the new executive secretary.

The courts, which formerly were considered a part of this department, already have been separated and consolidated under the one federal judge and his two assistants at either end of the canal.

The sanitary and health departments also will soon be on the permanent basis. The work practically has been completed, and the new department of health, with Colonel Mason at its head will in future look after the sanitation of the zone and the isthmus of Panama generally.

The departments of operation and maintenance will not be fully established until the canal has been fully completed.

The accounting department of the permanent organization will succeed to the work formerly done by the division of disbursements and the examiner of accounts. Nothing more than consolidation and a slight contract of work force will be needed to make them ready for their new work.

All departments will be directly responsible to the governor of the Panama Canal, who in turn is responsible to the President of the United States.

When in operation it is estimated there will be about 2000 American white employees on the canal, and perhaps a few hundred negro laborers, all residents of the Canal Zone.

TREASURER WILL PAY TEACHERS' SALARIES

School teachers' registered salary warrants to the amount of \$20,000 will be paid at the territorial treasurer's office on Monday morning. Up to yesterday afternoon warrants to the amount of \$34,291.45 had been registered since several weeks ago, when the teachers' salary special fund ran out for lack of money.

The redeeming of these warrants comes about much earlier than was expected at first. It was then thought that the warrants would not be cashed before May 15 at the earliest, when the heavy tax payments for the first half of the year will be turned into the treasury and the share belonging to the school teachers' salary fund is credited to it.

SHIPS WILL CROWD PORT NEXT WEEK

Ten Trans-Pacific Liners, Besides Several Tramp Vessels, Due Between April 12 and 18.

Ten steamers plying regularly between Coast port and Australia and the Orient, and between Honolulu and the Coast only, will arrive here in the six days beginning Monday. Three of these, the Lurline, Manchuria and Sonoma, will leave for San Francisco, three will call here on route to the Orient, and one, the Ventura, will stop on the way to Australia.

First among the arrivals, according to the revised schedule, will be the Siberia of the Pacific Mail line, the Ventura of the Oceanic company and the United States Army transport Sheridan, all of which are due Monday from the Coast. The Siberia goes from here to the Orient, the Ventura to Australia and the transport to Manila.

One Departure Tuesday. Tuesday the only liner out or in will be the Lurline, which will sail for San Francisco. Owing to the accident which delayed it in San Francisco, the Lurline, scheduled originally to arrive Tuesday from San Francisco, will be one day late.

Wednesday the Manchuria of the Pacific Mail line is expected from the Orient, its schedule having been set ahead four days on account of an accident at Nagasaki which necessitated its going to Hongkong for repairs.

Thursday there will be no arrivals or departures of trans-Pacific vessels unless the schedule is changed meantime, but two will enter the harbor—Friday, the Sonoma, on route from Australia to the Coast, and the Chiyo Maru, on its way from San Francisco to China and Japan.

Two Come From Seattle.

Saturday the Honolulu of the Matson Navigation Company's fleet will arrive from Seattle, and the Missouri, of the American-Hawaiian freight service, which according to latest reports has been substituted for the Columbia, is due from the same place.

In addition to the vessels of the regular service, the following tramp steamers and small vessels are expected during the week: Ship John E. 129 days out from Philadelphia; schooner Salvator, twenty days out from San Francisco; ship Falls of Clyde, fourteen days out from Galveston; the British steamer Strathclyde, from the North Coast, and the Japanese steamer Anyo Maru, which comes from the west coast of South America.

From advices received it is expected he Strathclyde will reach port Sunday. It will dock at pier 3. The Anyo Maru probably will arrive the same day. It has 1000 tons of nitrates for the Hawaiian Fertilizer company and 2000 tons of the same product for the Pacific Fertilizer company, which will be discharged at the Backfield wharf.

Pier Partition Removed. Workmen have finished removing a partition which separated the main section of pier No. 7 from an annex that was built some time ago to the outer end. With the partition out freight can be handled more expeditiously, it is said, and at the same time the view of the end of the pier from the front is unobstructed.

Siberia Due Monday.

The Pacific Mail liner Siberia is due at Honolulu early Monday morning, en route to the Orient. The vessel will bring about sixty tons of Honolulu freight and take out about 150 tons. It probably will sail at five o'clock Monday evening.

The tank steamer J. A. Chancelor, which came into port Tuesday from Monterey, is discharging 45,000 barrels of crude oil for the Associated Company.

Considerable interest is being evidenced throughout the Territory in the various correspondence courses offered by the College of Hawaii. A number of persons, living in different parts of the Territory, have taken these courses. Some months ago Professor MacCaughy, who has charge of this work, sent out a letter of inquiry to those who had taken the courses, as to their satisfaction.

Replies of a commendatory nature were received, several persons indicating their desire to continue with other lines of study.

The college offers through correspondence study the following subjects: Agriculture. 1—Soils and Crops. 2—Poultry Husbandry. 3—Principles of Horticulture. 4—Sugar Technology (for chemists and other sugar men).

In Engineering. No formal courses are announced. Correspondence relative to public welfare problems and work is given careful attention.

In Household Economics. Cooking, Sewing.

In Science. Elementary Botany, Elementary Zoology, Elementary Entomology.

In Humanities. No formal courses have been offered, but correspondence relating to specific cultural, literary or kindred topics receives thorough consideration.

The instruction in these courses is free; the fee of five dollars covering all text books needed, and postage.

At a meeting of the Honolulu Civil Service Commission held last night at seven-thirty o'clock it was decided to hold a competitive examination at the Central Grammar School on May 2 at one o'clock in the afternoon.

The purpose of the examination is to have an eligible list to draw on to fill vacancies as they occur in the police and fire department. The present list is practically exhausted. Chairman Edgington presided at the session. Jess Mahana was the other member present.

Application blanks and the list of questions that the applicants will be examined on may be had at the county clerk's office by applying to Eugene Ruffandau, deputy county clerk.

The next regular meeting of the commission will be held on April 22.

WILHELMINA HIT ROCK, IS REPORT

Liner Said to Have Raced for San Francisco with Water Pouring Into Hold.

(From Thursday Advertiser.)

Reports were current on the waterfront yesterday that the steamer Wilhelmina, which left Honolulu for San Francisco March 25, struck the rocks of Farallone Islands March 31 and was so badly damaged about its bow that when it reached port there was four feet of water in the hold and, to prevent its sinking, was rushed out to the drydock before the cargo was removed. Although the story of the accident was said to have been told by members of the crew of the Lurline, which left San Francisco the day of the Wilhelmina's arrival, confirmation was not obtainable. When asked about the report officers of the vessel admitted they had heard it but said they had no definite information.

Confirmation Is Lacking.

John Drew, manager of the shipping department of Castle & Cooke, agents of the Wilhelmina, said he had heard rumors of an accident to the vessel, but the only direct information he had received came in a cablegram from San Francisco which said the liner would sail from San Francisco on the return voyage to Honolulu today, twenty-four days behind its schedule. From the delayed departure of the steamer Mr. Drew inferred that something unusual had happened but said he could neither affirm nor deny the truth of reports about the accident.

According to the story as current here the Wilhelmina was nearly four miles off its course when, on the morning of March 31, it struck a submerged rock on the Farallones, then freed itself from the obstruction. The impact was so great, it is said, that a large hole was torn in the bow of the vessel through which water poured at such a rate that the pumps could not keep the holds clear. Captain Madsen, fearing the ship would sink, raced for port under a full head of steam, it is claimed. When he arrived in the harbor there is said to have been at least four feet of water in the hold of the steamer, and, without waiting to unload cargo, he rushed it onto the drydock.

Circumstances Puzzling.

Men who arrived here Tuesday on the Lurline say the day was clear when they passed the Farallones a few hours after the Wilhelmina is reported to have struck and that they were informed the weather was clear when the accident occurred. This being the case they were unable to account for the accident. Captain Madsen was puzzled by the same circumstances.

As a result of the accident it is said that Captain Madsen was relieved of the command of the vessel and Captain Peter Johnson, former master of the ship, was assigned to his place. Several days ago it was reported that Captain Johnson had been reappointed to the command of the Wilhelmina, and this report, following closely upon the announcement that he had intended to retire from sea duty on his arrival in San Francisco a short time ago, caused speculation as to what had occasioned the change of plans. Captain Johnson is one of the oldest navigators in the employ of the Matson company and in recognition of his long service was selected to bring the new liner Matsonia, flagship of the Matson fleet, from the yards at Newport News, where it was built, to San Francisco.

Nearly 200 Passengers On Board.

The Wilhelmina left here at ten o'clock the morning of March 25 with more than 100 cabin passengers and seventy-five in the steerage. It carried a full cargo, consisting chiefly of sugar. Whether the cargo was damaged by the rush of water, if such occurred, is not known here.

"Boys' Days in Hawaii" is the title under which W. O. Smith and W. R. Castle will tell stories about the boys' days in these islands, to the fathers and sons who attend the second annual Father and Son banquet to be held at the Y. M. C. A. Friday evening, April 17.

Both these men belonged to the "boys will be boys" class in their earlier days and some amusing incidents are expected to be brought to light for the benefit and delight of the present generation. At last year's banquet Messrs. James Wakefield, A. A. Eberole, P. L. Horne and E. A. Mott-Smith told of the pranks, escapades, and good deeds of their boyhood days. Such an evening as the one last year, and as the one planned for next week, do much toward making father and son the two best chums on earth.

H. M. von Holt is again chairman of the committee of fathers having the banquet in charge. Serving with him are Messrs. James Wakefield, W. O. Smith, A. A. Eberole, W. R. Farrington and Chas. F. Loomis, boys' work secretary of the Y. M. C. A. The older fellows, especially, are invited to bring their fathers this year.

OAKLAND, April 8.—(Associated Press by Federal Wireless.)—Rowing experts here favor the University of Washington to win the annual intercollegiate barge races here next Saturday.

Stanford, on the showing of the rowers in practice, is favored as the second choice, with California to finish third.

BOWEL COMPLAINT IN CHILDREN.

During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As a seasonal malady, bowels of the bowels is noticed. Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all dealers, Benson, Smith & Co., Ltd., agents for Hawaii.

HOLSTEIN WOULD RETURN TO HOUSE

Territorial Lawmaker of West Hawaii to Again Be Candidate, According to Report.

Henry Lincoln Holstein, speaker of the house of representatives in the last territorial legislature, will be a candidate for reelection to the lower house at the coming November general elections. This was learned positively yesterday through the receipt of a letter from a prominent Hawaiian man who is now visiting the city.

For some time past it was figured that Holstein would be a candidate for the position of supervisor-at-large in the County of Hawaii, a position which carries with it \$3000 a year, or \$6000 for the term. There was some uncertainty, however, as to some of Holstein's friends on the Big Island as to his chances of landing the nomination for this position and this is said to account for his determination to return to the house.

Among the candidates for the Hawaii supervisor-at-large job which, by the way, was created by the last legislature, are said to be Raymond H. Makekani, who is the next closest; Samuel Kaunane, member of the board of supervisors from the district of Kauai; David K. Ewaliko, chairman of the present board, and M. S. Pacheco, who has twice failed of election by a small margin.

Holstein will run for the house as a Republican candidate, provided he is nominated, and it is anticipated that he will find no difficulty in winning out in West Hawaii, the part of the Big Island which he has represented so often as representative and speaker of the lower house. It is likely, should he be elected, that he will be a candidate for the speakership.

According to the letter received in Honolulu on Tuesday, which states that Holstein will be out for reelection, action is made of the letter's being a warning to the territorial legislature to elect him to West Hawaii, the part of the Big Island which he has represented so often as representative and speaker of the lower house. It is likely, should he be elected, that he will be a candidate for the speakership.

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GOVERNOR GRANTS MANY HOMESTEADS

Thirty-six Applicants Are Given Possession of Desirable Plots on Hawaii.

(From Wednesday Advertiser.) Governor Pinkham yesterday signed thirty-six special homestead agreements which cover eighty-six residence and homestead lots at Manawao, near Laupahoehoe, in the District of North Hilo, Island of Hawaii.

The residence lots average from 1/2 acre to an acre of land and the homestead lots from ten to twenty acres. The privilege was given those taking a homestead lot to take at the same time one or two residence lots, the latter being near the government road, while the homestead lots are higher up the slope, and the people took up homestead lots without acquiring the residence lot or lots lower down. In most cases takers of homestead lots also took two residence lots. By nationalities the lots were disposed as follows: Sixteen Portuguese, thirty-nine lots; nine Hawaiians, seventeen lots; five Japanese, fourteen lots; one Chinese, three lots, and five others, thirteen lots.

The homesteaders and the numbers of the lots acquired by them are as follows, the first number being that of the residence and the number or numbers following being of the homestead lots:

Alons Aka, 2 and 63; Alfred Awang, 17 and 91; Abel Ah You, 33 and 80; Edward J. Berringer, 16, 96 and 97; Jose do Rego Coelho, 9 and 56; Manuel da Costa, 35 and 55; John Carvalhal, 42; Jose L. Feliciano, 13 and 55; Ramon Feliciano, 25, 54 and 55; Maria Fernandes, 21, 70 and 71; James D. Fraser, 15, 88 and 89; Manuel Freitas, 3 and 62; Frank Goncalves, 20, 94 and 95; Manuel Goncalves, Jr., 31, 112 and 113; David Kamal, 36; Tatsu Komie, 34, 98 and 99; Isami Kanishige, 10, 51 and 52; Mariano Lopes, Jr., 11, 101 and 102; Abel Malua, 37 and 86; Jeremiah Malua, 43 and 90; Frank Medeiros, 4, 57 and 58; Seichi Mukai, 23, 59 and 60; Antonio Nobriga, 47, 64 and 65; Carlos Nobriga, 18 and 87; Mary N. Cabral, 19 and 72; Tristan E. M. Ocorio, 44, 92 and 93; Torao Otake, 38 and 118; Anna E. Pang, 14, 68 and 69; George Spencer, 46, 83 and 84; Shunaka Sunakoda, 9, 116 and 117; Edmund Todd, 1 and 61; David Kaban Akau, 8 and 73; James Thomson, 12 and 115; Caroline Swain, 50; and Jose de Mello Paulo, 5 and 67.

J. S. Callen, of Los Angeles Now in Florida, Writes of His Visit to Paradise of the Pacific.

H. E. Wood, secretary of the Hawaii Promotion Committee receives from time to time, letters from travelers who have visited Hawaii, setting forth their views and opinions of the Paradise of the Pacific. Most of these letters contain messages of appreciation for courtesies shown the sender, while in rare instances some letters contain criticisms of the conditions the traveler met with while here.

In a letter received in the last mail from J. S. Callen, an attorney of Los Angeles, Mr. Wood considers that he has a gem as far as a description of the beauties of Hawaii are concerned. Mr. Callen is now in Florida. The letter is as follows:

"OCALA, Florida, March 23, 1914. "Dear Mr. Wood:—I want to thank you for your cordial greeting to me upon my arrival in Hawaii. I was with deep regret that my best judgment bade me, at the age of fifty-three, not to remain and 'in pleasant retrospect, I think of Oahu as an opal Queen laid by coral wreaths over which the liquid emeralds clamber to do her homage."

"Her climate is Cupid's dream, the air as soft as earliest memories of a mother's fond caress; and laden with the fragrance of fruits and flowers."

"Open are the hearts of natives and strangers and an ever welcome at their hearths. Aloha is their island word. Sweet indeed in thought and sound; their love and friendship make its meaning true. They have no word for beggar and no beggar for guest. There are no hosts and no guests. All are as one. It is the primitive and perfected social system of the barbarian preserved. I am glad that I was there. Cordially and sincerely yours."

J. S. CALLEN."

Field Company E of the Signal Corps is shortly to be transferred from Fort Shafter to Schofield Barracks, if the rumors at department headquarters materialize. The reasons given for the proposed change of station are that Schofield Barracks offers a much better field for the operations of this organization, it being a field company. The change will hardly be hailed with great joy by the company, but being soldiers they will simply pack up and move, and say nothing. The company has not been any too well housed since arrival in the department last spring and there is no provision at Schofield for the officers and men. Presumably the company will have to go under canvas for a time.

The company with is commended by Capt. George S. Gibbs, Signal Corps, as a most important part of the defenses, as it maintains the wireless stations at Schofield and Schofield Barracks, the military telegraph lines between the various posts and department headquarters and the various field telegraph and telephone lines. In addition members of the company install the fire control systems at the coast defenses and maintain post telephone systems and establish communication with the coast defenses as they take the field from time to time.

BOAT WRECKED ON TRIAL TRIP

Christian Brothers Have Exciting Experience When Their Vessel Piles on Rocks near Hilo.

(Mail Special to The Advertiser.)

HILO, April 6.—A shipwreck took place on Saturday night off the mouth of the Waikuku River, when a vessel was wrecked and the crew narrowly escaped with their lives.

The vessel was a boat which had been built by the Christian Brothers, one of whom is employed as a clerk in the local board of health office. It had just been completed and, at four o'clock in the afternoon, the brothers took it out on a trial trip. They sailed to the railroad wharf, thence round the whistling buoy and out on the deep blue sea. The boat glided then smoothly, and it was nine o'clock when they lowered their sail and proceeded to row towards the mouth of the Waikuku River.

Suddenly a great comb rose out of the darkness and swamped the boat, sweeping its occupants into the sea. Both had a hard struggle in the surf, but they succeeded in landing on the rocks where the Japanese house stands on the north bank of the river. The boat was swept ashore on Isabel Point and was literally ground to kindling wood.

ALL PLANS FOR MERGER NOW COMPLETE

(Continued from page two.)

gation the board of harbor engineers having cognizance of such matters made formal recommendation of said project, which recommendation was adopted by congress and appropriations have been from time to time made and expended in the furtherance thereof.

And Whereas, The last contract for the construction of said breakwater involving the expenditure of \$500,000, was let in January, 1912, conditioned to be completed in March, 1914;

And Whereas, There has been great delay in the progress of said work, less than 20 per cent (twenty per cent) of said last referred to contract having been executed;

And Whereas, All the reasons in favor of said project, which existed when it was adopted, still exist in increased degree;

Be It Resolved, By the Honolulu Chamber of Commerce, that, in no spirit of criticism of what is passed; but solely with the object of seeking emergency prosecution of said project in the future, we hereby most earnestly request those having control of the execution of said project to use their best endeavors towards that end;

And Be It Further Resolved, That we request the Governor and the other commercial organizations of this Territory to join with us in this request;

And Further, That copies hereof be sent to the chief of engineers, through Major Wooten, commanding the Engineer Corps in Hawaii, to the Governor, to the Delegate in Congress, and to the other commercial organizations in Hawaii.

President Carter presented the following letter from S. M. Ballou in regard to pineapple quarantine. Under date of March 20, Ballou said: "Kindly represent Chamber protest pineapple said to be an error. I received this cable at ten o'clock last night (March 10), the hearing having taken place in the morning. I had, however, attend ed the hearing on behalf of the Chamber, and together with J. R. Deane, who had received some instructions from the merchants' association, presented the views of Hawaii on the proposed quarantine."

"As regards pineapples, the Board readily admitted that they should not be classed as a fruit on which the fruit fly feeds. Nevertheless, they said that some inspection was necessary to prevent the fly from being carried on the surface of the fruit in the packing, and assured us that the proposed regulations merely gave legal effect to arrangements already voluntarily in force. They proposed to avoid the erroneous classification of pineapples by adding to the general description of quarantined fruit the phrase: 'or other fruit which by reason of proximity of growth or conditions of packing or shipping might carry infection.'"

"This, they said would include pine apples, and bananas with perfect safety. They further stated that in their opinion the requirement of a legal certificate of inspection would be to our advantage in reassuring the California buyer."

You will note that there is no prohibition on vessels taking aboard fruit of any kind, and the destruction of fruit remaining at the end of the voyage was also stated by the board to be the legalizing of a custom already in force. The required declaration by passengers of the possession of fruits and plants is a new feature added by the board. The board seemed disposed to be very fair, and if any further objections to the regulations are found I have no doubt that I could secure another hearing."